



DEPARTMENT OF THE AIR FORCE  
PACIFIC AIR FORCES

MEMORANDUM FOR ALASKA CIVIL/MILITARY AVIATION COUNCIL (ACMAC)

FROM: 11 AF/CV  
9480 Pease Avenue Suite 118  
JBER, AK. 99506-2100

SUBJECT: Alaska Civil/Military Aviation Council Minutes

1. The ACMAC convened 2 April 2013, at 1000 in building 9480 Reeves Conference Room, Joint Base Elmendorf-Richardson, AK and was broadcast via VTC to 353 CTS Commanders Conference Room at Eielson AFB, AK. The meeting slides are attached to provide more detailed information about the various briefs. Please refer to these as you read the minutes.

2. Member Attendance: Colonel Patrick Moylan, 11AF/CV, chaired the meeting and an attendance roster is attached.

3. Opening remarks by ACMAC Chairman: Colonel Moylan welcomed everyone to the Spring ACMAC. The ACMAC gets everyone together twice a year to identify and discuss issues.

4. The following agenda items were discussed:

**b. Red Flag Alaska:** Mr. Pete Bussa, 353rd Combat Training Squadron, provided an overview of upcoming exercises to include Red-Flag 13-2. RF-A 13-2 is officially cancelled for US forces due to sequestration but awaiting words if the UK and Canada forces will still come to Alaska and use the airspace. No fighters projected to come to Alaska only the Canadian C-130 and UK E3 AWACS. RF-A 13-3 is still on and the final planning conference has just taken place. Distant Frontier is still being planned for later in the year and the airspace request will be coordinated with the 353 CTS. No questions were asked concerning RF-A.

**b. Northern Edge 2013:** Lt Col Cabral, ALCOM J711, briefed PACOM is assessing the fallout from sequestration on all of its exercises in the Asia-Pacific region and when there is information available for release to the public, ALCOM will make that information available thru the military public relations departments to the Alaska aviation community. An overview of the exercises was briefed as well as the NE13 calendar timeline of events. One highlight was that flying would occur on Saturday 22 June to accommodate carrier operations. The daily NE13 battle rhythm was briefed to include highlighting airspace times. Basic traffic flow into and out of the Gulf of Alaska training area was discussed and well as the flows into and out of the JPARC airspace and ranges. One question was asked: If the exercise was cancelled would they scale back the participants and make use of the airspace anyway. No information was available or decision had been made at this time concerning scaling back the exercise.



**c. GPS Jamming.** Mr. Tom George, Aircraft Owners and Pilots Association, presented this briefing geared toward the FAA and their NOTAM system description of GPS jamming. When the FAA puts out the NOTAM, the NOTAM and illustration cover a vast amount of airspace. The question then becomes; "What impacts occur when the FAA puts out a NOTAM like that?" The impact breaks down to being "significant" for business that rely on accurate GPS coordinates for positional accuracy. Bottom line is that the NOTAM the FAA puts out is excessive compared to what is expected from this jamming. The FAA notices need to depict realistic expectations to avoid unnecessary economic impacts to business providing civilian and military/government services. Mr. George asked this question; "How/where do we go to get to the bottom of this to fix this problem?" Lari Belisle from the FAA talked about several teams working on this problem and specifically an FAA Safety Risk Management team. The team is trying to get a realistic modeling tool to better define the area of impact but that it is still in the works. Discussions ensued on how to better facilitate the information accuracy to the public other than the NOTAM system. One solution was to have the military give better pictorial plots and information but military GPS degradation capabilities are classified. No GPS jamming for RF-A and NE13 is scheduled. It was agreed to by the majority that a more accurate NOTAM needs to be developed and further discussion/briefing should occur at a future ACMAC.

**d. Bryant AAF Class D Airspace Update:** Mr. James Noe, Bryant AAF airfield manager, briefed the status of the CLASS D Airspace. The request is at the FAA western service area for coordination and approval. Currently the control tower issues advisory service only. Additionally, agreements are being established between Bryant tower and Elmendorf tower and these agreements are transparent to the flying community. Col Moylan asked "What is the likelihood of the airspace being approved and what is impetus behind reestablishing the class D airspace". If/when the airspace will be approved is unknown and a history of the class D airspace was discussed with the theme for reestablishing the airspace as safety. An unknown person asked about how the advisory service function was working. Mr. Noe responded that the service was working well in helping all parties (pilots and soldiers). He emphasized that radio call timing northbound was a non-issue but the southbound traffic calling Merrill was compressed but education would help facilitate pilots using this function. The topics then deviated into a traffic count discussion and he answered that Bryant is currently tracking the number of advisory service calls. Another questions pertained to the possible move of the JBER aero club movement to Bryant and Mr. Noe was all in favor and has had discussions with the aero club. Currently, the aero club is not moving due to hanger available on the airfield.

**e. Airfield Status Update:** Briefings were presented by several members: Mr. John Stocker, Ted Stevens International Airport; Mrs. Melissa Osborn, Fairbanks International Airport; Mr. Paul Bowers, Merrill Field; Capt Nathan Coyle, Elmendorf AFB; and MSgt McCracken, Eielson AFB. Briefings were not provided for Ladd Army Airfield, Bryant Army Airfield, or Allen Army Airfield as they did not have any projects negatively affecting general aviation. Detailed airfield construction information is provided on the attached slides.

- 1) Ted Stevens International Airport: Rebuilding 25% of the passenger gate ramp area and taxi access to those gates. Another repair is the taxiways going into the Cargo Ramp area limiting long term parking and the start date is affected by sequestration. RWY 7R/25L concrete reconstruction and revamping scheduled now at the conclusion of Northern Edge. Lt Col Cabral will contact Mr. Stocker if NE13 is cancelled. Confusion exists with the new runway numbers RWY 15/33 is the big



- runway and the Lake Hood strip is 14/32. RWY 7L/25R closure for concrete work planned in 2014.
- 2) Fairbanks International Airport: Minimum construction planned for summer 2013. Two equipment outages planned. June 10-21 RWY 20R Glideslope will be out of service and July 15-26 RWY 2L Localizer will be out of service. Additionally, the ARFF will be undergoing a remodel and shouldn't effect operations.
  - 3) Merrill Field: Rebuilding the MEDEVAC Apron on the east side of the airfield near the hospital and planned apron work near taxiways Q and G.
  - 4) Elmendorf AFB: RWY 16/34 closed 20-31 May for resurfacing overruns and runway painting. RWY 6/24 Full length closure will be from 1-24 July for runway resurfacing and painting in addition to adding "sacrificial" pads below the approach end arresting system because of asphalt deterioration. RWY 24 displaced threshold from 25 July – 15 August for adding those same "sacrificial" pads on the RWY 24 approach end arresting system.
  - 5) Eielson AFB: A tall crane will be used for Power Plant repair from 15 Apr – 15 Sep. The RNAV approaches will be unusable and all other approach minimums will be raised. A NOTAM will be published covering these changes.

**f. Noise Complaint Process:** Mr. Tommie Baker, ALCOM Public Affairs (PA), presented this briefing on Noise Complaints Process. Once a complaint is logged, the goal is to respond to the individual within 72 hours (working days). Currently, PA is able to respond to the individual with 36 hours. The ALCOM PA is the central hub for the complaint process and then "farms out" the complaint to the appropriate base (Eielson, Ladd, Wainwright etc.). The most common complaint is the sonic boom. The total number for FY13 is now 10. The 1-800-JET-NOISE number is checked daily and each complaint is logged and a response will be given for that complaint. Col Moylan asked "Do you track noise complaints in relation to exercises?" Answer: Yes they do track this data and there is a direct correlation between a spike in noise complaints and either a Red Flag or Northern Edged exercise. Col Moylan also asked "Do you track noise complaints in relation to geographic locations?" Answer: Yes they do track that data and a map will be displayed at the next ACMAC. Col Riza asked "Does PA get feedback on the answers provided?" Answer: Currently PA does not solicit feedback on there responses.

**g. Joint Pacific Airspace Range Complex (JPARC) Update.** Maj Michael Oldenkamp, 611 AOC Chief of Airspace and Ranges, briefed the current status of the JPARC Environmental Impact. The EIS consists for 6 proposals. The AF and Army each have 3 proposals. The final EIS is in Washington DC for final review and signature. The Final EIS should be registered into the Federal Registry sometime in April. Following the posting in the federal registry, the government has a minimum 30 day "cooling off" period before it can publish a Record of Decision (ROD). The AF airspace proposal (FOX MOA and Extended MOA hours) will be submitted to the FAA in April. The ROLD (Realistic Live Ordnance Delivery) needs to be coordinated with the Army at Ft Greely. FAA decision(s) on the AF proposals is an FAA process; separate from the EIS process. Col Moylan asked "What does the AF need to present to the FAA to start the FAA approval process?" Answer: The AF needs to consolidate recommendations and mitigations scattered throughout the EIS into a coherent request for each of the AF proposals. Col Moylan asked "Does the AF know how long the FAA has to act on the AF proposals?" Answer: (FAA Western Service Area Rep – Robbie McGurn) FAA process is the AF proposals go through the AF Rep to the FAA (Lt Col Babos) to me (Robbie McGurn)



down to the Western Service Area for coordination and then to ZAN (Anchorage Center) for an aeronautical study. The total time involved is between 3-5 years. Capt Tania Bryan, ALCOM PA, discussed that when the Final EIS is published to the federal registry that ALCOM PA will have a media campaign advertising the publishing to include the web site where the document can be viewed.

**h. Special Use Airspace Information System (SUAIS).** Mr. Ed Lasselle, 611 AOC Airspace and Ranges, provided a briefing on SUAIS. The brief covered what SUAIS is, why does SUAIS exist, what area is covered by SUAIS and finally three scenarios were discussed. Knob Ridge radio is back in operation and testing is ongoing to correct minor problems with connectivity. Radio coverage examples were displayed and the bottom line is; If you are trying to contact Eielson Range control and are unable, you need to climb. The SUAIS brochure was discussed and finally three flight scenarios were covered. Col Moylan asked "Wasn't SUAIS a result of the 1997 Record of Decision for the Alaska MOA EIS?" Answer: Yes and the system has expanded to include more radios. Col Moylan also asked "Has the AF ever asked the Civil Air Patrol to fly around and perform radio checks of SUAIS?" Answer: Mr. Steve Brewer, 353 CTS answered: He did this on active duty using an A-10 a couple of years ago at altitudes down to 300 feet. Mr. Tom George, AOPA, asked "Is there a single number that we can call to relay SUAIS radio problems or outages?" Answer: The SUAIS pamphlet is being updated and the 1-800-JET-NOISE number will be the single point of contact for all noise complaints, general safety reporting and SUAIS radio problems or outages (when Eielson Range Control is operating). Mr. John Pratt, Seaplane Pilots Association, asked "Due to sequestration, will SUAIS be curtailed or affected?" Answer: Mr. Peter Bussa, 353 CTS, SUAIS will operate like it always has. ERC SUAIS manning will be not be affected. Col Moylan asked "Is Snowy Peak one of the agreed upon site in SUAIS?" Answer: Mr Lasselle, no it is not required according to the 1997 EIS Record of Decision.

**i. Landing on JBER Property.** Lt Col Scott Babos, AFREP, provided this briefing covering landing on JBER property. He wanted to educate everyone that there is a process that needs to be accomplished in order for civilians to land on military property. The FAA has put out a safety notification with a chart of the JBER property emphasizing that pilots cannot land on military land without permission. Lari Belisle, FAA, has talked to several helicopter operators in the area and reminded them about this safety notification and has had positive response from those operators. He also brought up the fact that the military land is not charted on any of the charts and pilots are responsible to know where they are landing and if they have permission.

**j. Open Forum.**

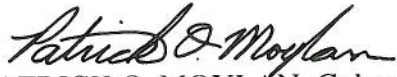
a. Mr. Pete Haggland, Fairbanks EAA, brought up the fact Alaska is celebrating 100 years of flight in Alaska by having a refurbished early era airplane tour Alaska. Dee Hanson added that a web site is available with more details. The web site is <http://www.alaskaairshow.org/>

6. Closing Comments: Colonel Moylan thanked all in attendance for their participation and interest in ACMAC. He emphasized that the ACMAC will continue to keep working these hard issues until they can be resolved. We need to make sure we have the right people at the right meetings and dive deep into the issues. Even if we can't solve the issue, we can at least come up with mitigations to make it better.

7. The meeting adjourned at approximately 1205. Notifications for the next ACMAC will be sent as soon as a definitive date is set. Questions, corrections, comments, and/or concerns should be addressed to Maj Michael Oldenkamp, 611 AOC/CODK at Commercial (907) 552-3636 or DSN 317-552-3636

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11 AF Airspace and Ranges Team Chief

Approved/Disapproved

  
PATRICK O. MOYLAN, Colonel, USAF  
ACMAC Chairman

Attachment:  
Meeting slides

cc:  
11 AF/CC